

AIR OPERATIONS MANUAL



TURNER FIELD



UNITED STATES MARINE CORPS
MARINE CORPS AIR FACILITY
2100 ROWELL ROAD
QUANTICO, VIRGINIA 22134-5063

IN REPLY REFER TO
AFO P3700.1D
AF 143
27 FEB 1997

AIR FACILITY ORDER P3700.1D

From Commanding Officer
To: Distribution List

Subj: AIRFIELD OPERATIONS MANUAL

- (a) OPNAVINST 3710.7N
- (b) NAVAIR 00-80T-114

I LOCATOR SHEET

1. Purpose. To promulgate the Airfield Operations Manual for Marine Corps Air Facility, Quantico, Virginia, in accordance with references (a) and (b).
2. Cancellation. AFO P3700.1C
3. Information. The rules and regulations prescribed in this Manual apply to all who are concerned with the operation of aircraft or vehicular traffic at Marine Corps Air Facility, Quantico, Virginia, and aircraft operations within the airspace and operational areas assigned thereto. This Manual has been prepared in accordance with current directives; however, nothing in this Manual shall be construed as supplementing or modifying existing instructions issued by higher authority, nor does it relieve pilots of their responsibility for the use of good judgment and the observance of safety precautions.
4. Action. The Airfield Operations Officer is charged with the administration and enforcement of the provisions of this Manual.
5. Summary of Revision. This Manual contains substantial changes and should be completely reviewed.
6. Certification. Reviewed and approved this date.


T. L. BREITHAUPT

[27 FEB 1997]

TURNER FIELD, MCAF QUANTICO
in memory of
THOMAS CALDWELL TURNER

Thomas Caldwell Turner was a distinguished Marine Aviator whose career spanned over 30 years from 1901 to 1931.

During his career he saw service in the Philippine Islands, Mexico, Haiti, and afloat. For his service with the first Provisional Marine Brigade in Haiti he was awarded the Medaille Militaire by the President of Haiti with the following citation:

"An officer of remarkable valor; has taken a very active part in the suppression of the bandits at the time of their attack against the capital on January 15, 1920, repelling and inflicting great losses upon them."

Following his return from duty in Haiti, he was appointed Officer in Charge of Marine Corps Aviation, and Marine Corps Aide to the Secretary of the Navy. In 1921 he made an extended flight to Santo Domingo, and was awarded the Distinguished Flying Cross with the following citation:

"For extraordinary achievement in aerial flight as Commanding Officer in accomplishing, on April 22, 1921, the pioneer flight of airplanes to make flight from Washington, D.C. to Santo Domingo, P.R., and return, thereby completing the longest flight unguarded, in a landplane, over land and water ever accomplished by Naval Aviators at that time."

He was awarded a second Medaille Militaire by the President of Haiti for this flight.

In 1925, Colonel Turner was transferred to the Marine Barracks, Quantico, Virginia for duty commanding the First Aviation Group. In 1926, he was ordered to the Army Air Service Tactical School at Langley Airfield, Virginia, as a student officer. Upon completion of that course, and after a short period of duty at Headquarters Marine Corps, he was ordered to China where he commanded the Aircraft Squadrons, Third Marine Brigade, from August 1927 to November 1928. From January to May 1929, he commanded the Aircraft Squadrons at Quantico, Virginia, when he was, for the second time, appointed Officer-in-Charge of Marine Corps Aviation, Bureau of Aeronautics, Navy Department.

He died at Port au Prince, Haiti, on October 28, 1931, from injuries received when struck by an airplane propeller at Gonaives, Haiti, on October 26th.

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CO, MAG-26 NEW RIVER NC
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MASD GLENVIEW IL
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MASD NAF ANDREWS MD
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7

AIRFIELD OPERATIONS MANUAL

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Log completed change action as indicated

Change Number	Date of Change	Date Received	Date Entered	Signature of Person Entering Change

AIRFIELD OPERATIONS MANUAL

CONTENTS

CHAPTER

GENERAL

- 2 FLIGHT PLANNING APPROVAL
- 3 COURSE RULES
- 4 INSPECTIONS
- 5 AIR TRAFFIC CONTROL
- 6 TRANSIENT AIRCRAFT
- 7 AIRCRAFT RESCUE AND FIRE-FIGHTING

APPENDIX

- A AIRPORT DIAGRAM
- B TRAFFIC PATTERNS
- C RESTRICTED AREA/APPROACH CONTROL AIRSPACE
- D DEMO MOA'S
- E BALTIMORE-WASHINGTON TRI-AREA CLASS "B" AIRSPACE
- F LOCAL FLYING AREA
- G LOCAL OBSTRUCTIONS
- H QUANTICO CLASS "D" AIRSPACE
- I COMMONLY USED FREQUENCIES
- J AIRFIELD PHONE DIRECTORY

REF ID: A66081

CHAPTER

GENERAL

PARAGRAPH PAGE

GENERAL INFORMATION

ON

INFORMATION

GENERAL AND

THE

GENERAL

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GENERAL

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AVERAGE ANNUAL WEATHER

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HAZARD

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AIRFIELD OPERATIONS MANUAL

CHAPTER 1

GENERAL

1000. DEFINITIONS. Word usage and intended meanings as used in this manual are as follows:

1. Shall. Has been used only when application of a procedure is mandatory.
2. Should. Has been used when application of a procedure is recommended
3. May and Need Not. Have been used only when application of a procedure is optional.
4. Will. Has been used only to indicate futurity, never to indicate any degree of requirement for application of a procedure.
5. All compass headings in this manual are magnetic, all distances are in nautical miles, all heights are referenced to Mean Sea Level (MSL) and all times are local, unless otherwise specified.

1001. GENERAL PRUDENTIAL RULES. The regulations prescribed herein shall govern the operation of all aircraft at MCAF Quantico and within Restricted Area (R-6608) and control areas under cognizance of this Air Facility. Vehicular traffic on the runways and taxiways are also subject to these regulations. Pilots shall be indoctrinated in fundamentals and are expected to exercise good judgment in the operation of aircraft and adhere to general prudential rules of flying. Therefore, this manual is neither intended to cover every contingency which may arise, nor every rule of good operating practice. The pilot in command of an aircraft is responsible for the safe and orderly conduct of the flight and shall operate the aircraft in such a manner as to avoid hazards. Personnel other than pilots having specific duties or functions on the airfield are expected to be familiar with applicable portions of these regulations. Orders shall not be issued by tenant units which conflict with instructions set forth in this manual.

1002. LOCATION. MCAF Quantico is located on the west bank of the Potomac River, 33 miles south of Washington D.C. and 75 miles north of Richmond, Virginia, at latitude 38 30' 15''N, longitude 77 18' 14''W. Magnetic variation is seven degrees west and field elevation is 12 feet MSL.

AIRFIELD OPERATIONS MANUAL

1003. RUNWAYS. The landing area consists of one hard surface asphalt runway with the following dimensions: (See Appendix A)

<u>Runway</u>	<u>Dimensions</u>
02/20	4236' x 150'

1. Wheel Loading Capacity. Maximum allowable wheel loading limits in operating areas are listed below; any requests for deviations to these limits should be addressed to the MCAF Operations Officer for approval.

<u>Area</u>	<u>Single</u>	<u>Dual</u>	<u>Single Tandem</u>
Runway 02/20	72,000	100,000	175,000
Taxiway Alpha	25,000	50,000	N/A
Taxiway Bravo	40,000	70,000	133,000
Taxiway Charlie	40,000	70,000	138,000
Taxiway Delta	29,000	65,000	110,000
Mat #1	37,000	70,000	132,000
Mat #2	37,000	70,000	132,000

NOTE: All weights are based on 150 PSI Mat #2 surface material is AM-2 matting.

2. Parking Ramps. C-130 type aircraft are limited to the concrete ramps south and east of the tower.

1004 HANGAR AND SERVICE FACILITIES

1 Fuel and oil available:

- a. Fuel JP5 jet fuel
- b. Oil - 23699 oil for turbine engines

2. Ground Support Equipment: (Coordinated through HMX-1

- a Electric starting units, NC-10
- b. Electric test unit, MMG-2, MMG-1A
- c NDI (x-ray
- d. Blade shop
- e. All support equipment and tools for UH-1N, H46, CH-53E, VH60, and VH3

3. Limited hangar space is available to transient aircraft emergency repairs only.
4. Complete flight planning and weather service facilities available in the Airfield Operations Building (Bldg #2105).
5. The engine test area is located on the extreme northeast portion of the Air Facility. Its use is scheduled through Marine Helicopter Squadron One (HMX-1) Maintenance Section.

1005 AIRFIELD LIGHTING

1 Runway Lighting

a Runway 02/20

- (1) Variable, high intensity runway lights
- (2) Green threshold lights
- (3) Visual approach slope indicator (VASI), 3.0 degree angle which coincides with the PAR glideslope on runway 02 only.

2. Runway 02 has a 125 foot unlighted hard surface overrun

3. Airfield Beacon. A standard, military, alternating green and double-peaked white rotating beacon is located 1,850 feet south of the runway intersection. The airfield beacon operates between the hours of sunset and sunrise, when the field is below basic VFR, and during the periods the airfield is closed for ship navigation on the Potomac River.

4. Taxiway Lighting. Standard blue lighting of fixed intensity.

5. Runway Distance Markers. Lighted runway distance markers are located on both sides of runways 02/20 and indicate in thousands of feet the length of usable runway remaining.

6. Amber light atop Control Tower Indicates a right hand local pattern.

1006. AIR FREIGHT AND PASSENGER SERVICE. No Air Freight and Passenger Section exists at MCAF Quantico. The following coordination must be affected:

1. Seventy-Two (72) hour notification and prior permission is required for handling of all inbound/outbound freight.

2. Arrangements for inbound and outbound freight loading/unloading will be made by the shipping/receiving organization.
 3. The visiting aircraft line will be utilized for all routine arrival and departure of passengers. VIP flights will board and disembark at the VIP spot located at the southeast corner of Hangar 2105 (See Appendix A).
 4. Organizations arranging freight and passenger transportation will furnish an on-the-spot supervisor for cargo loading/unloading and for passenger loading/unloading when ground transportation is required.
- 5 Customs and Agricultural Inspections are not available

1007. DANGER TO LIFE OR PROPERTY. A pilot shall report, without delay, to the Airfield Operations Officer if any of the following occur:

1. Unintentional or unintended jettison of ordnance outside the limits of regularly defined target area.
2. Post flight inspection determines that ordnance and/or aircraft parts or stores have been inadvertently dropped. Reporting pilot shall initiate a "Things falling off aircraft" (TFOA) report with the Operations Officer if required.
3. Any flight maneuver employed, that the pilot feels may have endangered the life or property of persons (civilian or military), should be reported immediately. Or, if the pilot has reason to believe any person on the ground has cause to believe his/her life or property have been endangered.
4. Observes an apparently uncontrolled fire or ships in distress
5. Observes violations of flying regulations or of the general prudential rules of flying.

1008. SUSPENSION OF FUELING OPERATIONS. Based on information received from the Control Tower, the Airfield Operations Officer shall suspend all fueling operations whenever lightning is observed within 10 miles of the airfield, or when the Airfield is in thunderstorm condition one. Fueling may be resumed when the Airfield Operations Officer determines that the electrical storm has moved a sufficient distance from the airfield.

1009. ENVIRONMENTAL CONCERNS. Tenant and transient aircrews and maintenance personnel will work to eliminate all possible hazardous material (HAZMAT) spills and releases from their aircraft, auxiliary internal tanks, external fuel pods, repair and cleaning materials, and all servicing equipment.

1. In the event of a HAZMAT release/spill; personnel involved will: immediately secure the source/flow of the material if possible, clear all personnel from the endangered area and report the HAZMAT release/spill by telephone to the Operations Officer at 784-2909/2428 (after hours to ARFF 784-2312/2571) and the Natural Resource and Environmental Affairs at 784-4030.

2. The person(s) responsible for a HAZMAT spill/release and that person's command/unit are accountable for HAZMAT cleanup to include contracted support if required. Administration or punitive action may be initiated by the Commanding Officer MCAF or Commanding General MCB Quantico and/or fines may be imposed by Federal, State, or Local Environment Protection Agencies.

1010. PERIODS OF CONSTRUCTION. When contract construction is being performed on the airfield, the specific areas, control and use of the contractors' vehicles and equipment must be coordinated by prior written agreement between the Operations Officer and the Resident Officer-in-Charge of Construction. Daily or routine coordination will be arranged by the MCAF Logistics Officer.

1011. HOURS OF OPERATION

1.	Summer Hours	Winter Hours
	Mon, Fri: 0800 - 1700	Mon, Fri: 0800-1700
	Tue: 1100 - 2300	Tue: 1100-2100
	Wed, Thur: 0800 - 2300	Wed, Thur 0800-2100
	Sat, Sun: closed	Sat, Sun: closed
	Holidays: closed	Holidays: closed

2. Requests for operating hour changes to meet special requirements should be made to the MCAF S-3 24 hours in advance. Operations may be extended, suspended, or curtailed temporarily by the Commanding Officer or his representative for the following reasons:

- a. Prevailing weather
- b. Condition of landing area
- c. Priority Missions

d. Degraded airfield support capability

3. MCAF Quantico is a Prior Permission Required (PPR) Airfield. PPR clearances require a minimum of 24 hours advanced notice. PPR clearances may be obtained from the MCAF Operations Office, DSN 278-2908/2909/2428, (COMM) (703) 784-2908/2909/2428.

1012. COMPASS ROSE. The Compass Rose is located on Taxiway Charlie. Its use is scheduled through the Airfield Operations Office, DSN 278-2908/2909/2428, (COMM) (703) 784-2908/2909/2428. (See Appendix A)

1013. AVERAGE ANNUAL WEATHER DATA

1. Winter temperatures at MCAF Quantico are normally 2-3 degrees (Fahrenheit) higher than outlying areas due to the influence of the Potomac River. Snowfall amounts are particularly influenced by the higher temperatures, with differences of 2-3 inches occurring within 1/2 mile west of the field. The mean annual snowfall is 19 inches, but the rapid melt-off results in small accumulations. More than 10 inch accumulations are rare. The mean snow depth for the months of December through March (when over 95% of the snowfall occurs) is 4 inches, 5 inches, 4 inches and 4 inches, respectively.
2. Rainfall is relatively moderate, averaging close to 38 inches annually and 3.2 inches monthly. There is no significant dry or moist season, but the month of October has the lowest average 2.5 inches, while August has the greatest average 4.3 inches.
3. Summers are warm and humid and winters mild. During spring and autumn, generally pleasant weather prevails. Coldest weather occurs during January and February. The warmest weather occurs in late July and early August. The annual mean temperature is 57 degrees Fahrenheit. Temperature extremes range from 5.0 to 105.0 degrees Fahrenheit. Mean relative humidity is 69%.
4. The visibility remains greater than 3 miles and the ceiling above 1,000 feet 90% of the time. The prevailing winds are northwesterly with a mean speed of 6 knots.
5. Although Quantico's weather is sometimes influenced by a passing tropical disturbance, extensive damage is a rarity.

1014 BIRD/ANIMAL STRIKE HAZARDS (BASH)

1. The hazard posed by birds and animals to safe flight operations at an airfield is an ever-present problem which is impossible to totally eliminate. An active program has been implemented to reduce aircraft exposure to bird and animal hazards on and about the airfield. Airfield users shall be made aware of potential hazards via ATIS transmission and other radio broadcasts whenever bird/animal activities are observed or reported.
2. The Natural Resources Manager is notified whenever significant or dangerous bird/animal activities are observed, and an officer from the U.S. Fish and Wildlife Service may be dispatched to disperse or remove the wildlife.
3. All airfield users shall report every animal/bird strike in accordance with OPNAVINST 3750.6_. The Operation Officer shall be notified of all bird/animal strikes. MCAF Quantico VA //AF 143-1// should be an info addressee on all BASH reports for incidents occurring upon the airfield or in airspace under its control.

AIRFIELD OPERATIONS MANUAL

CHAPTER 2

FLIGHT PLANNING APPROVAL

	<u>PARAGRAPH</u>	<u>PAGE</u>
GENERAL.	2000	2-3
CLEARANCE AUTHORITY..	2001	2-3
FLIGHT PLANNING PROCEDURES.....	2002	2-3
WEATHER MINIMA...	2003	2-3

AIRFIELD OPERATIONS MANUAL

CHAPTER

FLIGHT PLANNING APPROVAL

2000. GENERAL. Flights originating at MCAF Quantico will be authorized, in accordance with procedures outlined in OPNAV Instructions, FAA directives, Flight Information Publications and this Manual. The flight clearance section provides planning services for tenant squadrons of the Air Facility and for transient aircrews as necessary.

2001. CLEARANCE AUTHORITY

1. Flight Plan Approval. The pilot in command of an aircraft or formation leader is authorized to approve the flight plan for his/her proposed flight or modification thereof.

2002. FLIGHT PLANNING PROCEDURES

1. Flight Planning. The flight planning room is available during all normal field operating hours, and is located on the first deck of building 2105.

2. Filing. Flight Plans (DD-175) shall be filed for all flights originating at this facility with the following exceptions:

a. Local flights which utilize R-6608 and the MCAF Quantico local flying area will be cleared by a published squadron flight schedule submitted to the Flight Clearance Section, or cleared individually with the HMX-1 Operations Duty Officer (ODO) prior to departure.

b. A local flight is any VFR flight which originates and terminates at MCAF Quantico and is conducted within the appropriate local flying area.

3. Quantico Flying Club flight plans may be filed directly with Washington FSS or at the MCAF Flight Planning Office.

2003. WEATHER MINIMA

1. VFR MINIMA. Ceiling not less than 1,000 feet, and visibility not less than 3 statute miles.

2 SVFR MINIMA. 1 mile visibility. No ceiling

3. SPECIAL VFR. Pilot requests for Special VFR (SVFR) operations within Quantico's Delegated Airspace must be approved by Quantico Approach Control. Not more than two SVFR aircraft will be allowed in the MAT #3 pattern at any one time. The number of SVFR aircraft in the tower pattern will be at the discretion of the local controller.

4. IFR DEPARTURE MINIMA

a. Special Instrument Rating. No take-off ceiling or visibility minima apply. Take-off shall depend on the judgment of the pilot and the urgency of the flight.

b. Standard Instrument Rating. Ceiling six-hundred feet, 1 statute mile visibility, or ceiling 300 feet and 3/4 statute mile, provided MCAF GCA radar is available.

5. IFR LANDING MINIMA. Pilots shall be guided by the minima published for the approach being utilized.

AIRFIELD OPERATIONS MANUAL

CHAPTER 3

COURSE RULES

	<u>PARAGRAPH</u>	<u>PAGE</u>
GENERAL..	3000	
AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS).....	3001	
TAXI INSTRUCTIONS....	3002	
TAKE-OFF INSTRUCTIONS.	3003	
LANDING INSTRUCTIONS.....	3004	
CLOSED FIELD OPERATIONS.	3005	
LOST COMMUNICATIONS.....	3006	3-6
HOT BRAKES.....	3007	
ORDNANCE/WEAPONS/HAZARDOUS CARGO AREA..	3008	
HUNG/UNEXPENDED ORDNANCE.....	3009	
JETTISON AREA.....	3010	
AVOIDANCE AREAS.....	3011	3-8
SPECIAL HANDLING..	3012	3-9
BOMBING/TARGET AREA....	3013	
RESTRICTED AREAS AND MOAs.....	3014	3-10
LOCAL FLYING AREA.....	3015	3-12
DIVERT AIRFIELDS..	3016	3-12
LOCAL OBSTRUCTIONS...	3017	3-12
HAZARDOUS CARGO.	3018	
VIOLATIONS OF FLIGHT REGULATIONS.....	3019	

AIRFIELD OPERATIONS MANUAL

CHAPTER 3

COURSE RULES

	<u>PARAGRAPH</u>	<u>PAGE</u>
UNUSUAL MANEUVERS.	3020	
QUIET HOURS..	3021	3-14
PERSONNEL AND VEHICULAR RESTRICTIONS.	3022	
QUANTICO FLYING CLUB..	3023	3-15

AIR OPERATIONS MANUAL

CHAPTER 3

COURSE RULES

3000. GENERAL. The pilot in command of an aircraft is directly responsible for the safe conduct of the flight and for compliance with all regulations governing that flight. Air Traffic Control (ATC) personnel are responsible for the issuance of clearances, based on known traffic. ATC will issue advisory assistance with regard to field and weather conditions, as required. Pilots operating in visual meteorological conditions, regardless of the type of clearance (VFR/IFR), are ultimately responsible for avoidance of other aircraft.

1. Positive Control. Aircraft entering the Quantico Class "D" Airspace shall contact Quantico tower. Clearances issued by the tower are based upon known or reported traffic and/or field conditions. Deviations from these clearances are permitted only in the event of an emergency or when, in the judgment of the pilot, adherence would jeopardize safety.

2. Course Rules Brief. Visiting aircrews operating out of MCAF Quantico shall attend a course rules brief given by Air Traffic Control personnel before conducting operations.

3001 AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS)

1. The ATIS is broadcast on the MCAF Quantico UHF NDB 265.0)

2. ATIS information includes, but is not limited to, field, BASH, landing runway, NOTAMS, status of restricted areas and Military Operating Areas (MOAs), and other pertinent information.

3. Pilots should obtain ATIS information prior to contacting Ground Control, Approach Control, or Tower, and advise on initial contact, which current ATIS information has been received.

3002. TAXI INSTRUCTIONS

1. All aircraft shall request taxi instructions and clearance from Ground Control prior to leaving parking areas. Taxiing aircraft shall remain on ground control frequency and monitor Guard until ready for take-off or instructed to switch frequency by Ground Control.

2. Aircraft shall be taxied only on the runway, designated taxiways, and/or parking ramps. Taxiway Alpha (north diagonal) through the HMX-1 Security Area is closed to all aircraft except HMX-1. (Appendix A)

3. Clearance delivery will normally be accomplished on Ground Control frequency and clearance should be requested prior to requesting taxi instructions.

4. Pilots of taxiing aircraft sighting emergency vehicles on the field displaying a flashing red light or having knowledge that the tower is controlling an emergency, shall stop and hold their position until authorized to proceed by radio or light signals from the tower. During emergencies, taxiing aircraft will maintain strict radio discipline.

3003. TAKE-OFF INSTRUCTIONS

1. Aircraft shall not take position on the runway or take-off without specific clearance from the Control Tower. Aircraft cleared "Position and Hold" will acknowledge "Hold".

2. On a northern departure, aircraft shall avoid flying over the U.S. Naval Medical Clinic (NMCL) located 1.3 miles north of the airfield.

3. Rotary wing aircraft may utilize the north and south diagonal taxiways for take-off.

4. Two plane, section take-offs for aircraft of similar performance are authorized, in accordance with OPNAVINST 3710.7_, provided weather conditions are VFR and approved by the parent unit.

3004. LANDING INSTRUCTIONS

1. Fixed Wing. Fixed wing aircraft shall contact Quantico Tower at ten miles for landing information and instructions to follow one of the below procedures:

a. Overhead Approach. The initial point is located on the extended runway, centerline, five miles from the approach end of the runway. Initial altitude is 1,500 feet with a level break over the runway intersection descending to 1,000 feet on downwind. The initial point will be approached at an angle less than 45 degrees to the runway, centerline. Right breaks to runway 02. Left breaks to runway 20. (See Appendix B)

b. Straight-in Approach. Straight-in approaches shall commence at five miles from the runway at 1,000 feet.

c. Downwind Entry. Aircraft shall enter the downwind leg at a 45 degree angle or less at 1,000 feet.

AIRFIELD OPERATIONS MANUAL

d. Wave-off procedures are mandatory and shall be executed as directed by the Control Tower.

2. Rotary Wing/VTOL

a. Runway. Rotary wing aircraft will conform to the flow of runway traffic at a pattern altitude of 500 feet. A 1,000 foot pattern may be requested when performing practice autorotations.

b. Mat #2 (Harrier Pad). Vertical take-offs and landings with Harriers shall be conducted only on the Harrier Pad. This pad is 96' x 96' and constructed of AM-2 matting with associated anchoring. The matting is 1.5 inches higher than the surrounding asphalt taxiway. Aircraft ground taxiing from the pad should avoid tire contact with corners. Westerly arrivals or departures off of the Harrier Pad are not authorized. Helicopter operations are authorized to the Harrier Mat.

c. Mat #3. Aircraft operations shall conform to the flow of runway traffic at an altitude of 300 feet or below and remain at least 250 feet from the eastern edge of runway 02/20.

d. External Lift Area. Aircraft operations in the external lift pattern shall conform to the restrictions of the Mat #3 pattern and should be conducted over water to the maximum extent possible.

e. Slide-on Landings. These operations shall be conducted in the grassy area east of runway 02/20. Skid equipped helicopters shall conform to the traffic flow of the runway in use. Slide-ons to the runway surface shall not be allowed except in an emergency.

f. LHA Deck (Carrier Deck). An LHA Deck is located on the east end of taxiway four. LHA deck operations may be used by scheduling with Operations. Helicopters may use the LHA deck area in an east/west traffic pattern when winds preclude runway 02/20 operations

g. Helicopter Overhead Approach. Standard break altitude 1000' Standard break point is over the Up-Wind Numbers, unless otherwise instructed by the Tower.

3005. CLOSED FIELD OPERATIONS

1. Authority to conduct closed field operations is granted to HMX-1 by the Commanding Officer, MCAF, Quantico, as outlined in reference (a) and in accordance with the Letter of Agreement (LOA) between MCAF and HMX-1.

2. SECNAVINST 3770.1_ limits the use of Navy/Marine Corps aviation facilities by civil aircraft to those hours when the Facility is normally in operation; however, the Quantico Aero Club is authorized to conduct closed field operations from sunrise to sunset. Military aircraft should exercise extreme caution in the airport traffic area when the field is closed and monitor frequency 118.6, if able.
3. When the field is closed, Aircraft Rescue and Fire Fighting (ARFF) services are reduced IAW NAVAIR 00-80R-14, to a level below operational airfield category limits. A runway alert (Hot Spot) crew is not posted during closed field operations. ARFF, with backup from the Base Fire Department will respond when alerted to an emergency or MEDEVAC. Medical support must be dispatched from the Mainside clinic. Pilots assume additional risk during closed field operations due to a potential delay in emergency response. To report an emergency during closed field, use any of the following:
- | | | | |
|-----------------|-----------|-----------------|--------|
| Unit | DSN 278- | COMM (703) 784- | VHF FM |
| ARFF Dispatch | 2571/2312 | 2571/2312 | 140.1 |
| Fire Department | 2222/3333 | 2222/3333 | |
- Note: Emergency number "911" does not go directly to the Base Fire Department from all base phones but may be used.
4. Twenty-four hour weather information can be obtained by contacting the Weather Service Section, DSN 278-2298/2223, commercial 784-2298/2223, or by radio contact once airborne. Metro Freq. 355.3.
5. Flight planning can be accomplished by contacting flight service at 1-800-468-6621, or by radio contact once airborne.

3006. LOST COMMUNICATIONS. Aircraft without radio communications shall over fly the airport to ascertain the current landing pattern direction. Aircraft shall then enter the pattern via the downwind leg, rocking wings (Daylight hours) or flashing lights (After dark), and observe the tower for the appropriate light gun signals.

3007. HOT BRAKES. Aircraft with smoking or apparently overheated brakes shall not return to normal parking areas until it has been determined that no fire hazard exists. The warm-up areas for runways 02/20 are designated as the hot brake parking areas (See Appendix A).

3008. ORDNANCE/WEAPONS/HAZARDOUS CARGO AREA. Squadrons/Units participating in operations involving the use of ordnance/weapons shall be responsible for ensuring that procedures used are based on established safe practices. The following procedures are required for the use of ordnance/weapons aboard MCAF Quantico:

1. Forty-five (45) day written notification of intended use of the hazardous cargo storage area (Red Label) for ordnance/weapons loading/unloading aboard MCAF Quantico.
2. Upon (45) day notification MCAF Operations will coordinate the establishment of the required safety zone by the Fifth Coast Guard District at least thirty (30) days prior to the intended usage date. This will encompass the Explosive Safety Quantity Distance (ESQD) of 1250 feet. All boaters and swimmers will be restricted from entering this area when the safety zone is in effect. (See Appendix A)
3. The Hazardous Cargo storage area (Red Label) will be used by qualified ordnance/logistics personnel to load/unload aircraft in support of MCCDC training requirements (TBS, OCS and air-ground demonstrations) and other contingency operations as directed by higher headquarters.
4. The following buildings/activities are located inside the ESQD arc and are required to be evacuated during ordnance/weapon loading/unloading operations:

Building 5158	350 ft.
Building 5157	450 ft.
Building 5155	575 ft.
Building 5103 - 5107 (Aero Club)	750 ft.
Mat #3 (Helo Pad)	450 ft.
Building 5163 (Engine Test Cell)	1050 ft.
Access Road	75 ft.
Airfield Boundary	200 ft.
5. Cunningham Road (access road) will be secured during ordnance/weapon loading/unloading operations.
6. The Coast Guard Marine Safety Office will initiate the safety zone and a broadcast notice to mariners will be disseminated for the necessary protection of small craft activities.
7. No more than 15,000 pounds of Net Explosive Weight (NEW) C/D 1.1 material will be in the Hazardous Cargo storage area (Red Label) at any given time. In this regard, no C/D (18) 1.2 material may be handled at the area.

8. MCAF Quantico possesses no ordnance storage capability
9. Ordnance/weapons loading and unloading operations will be terminated at the approach of and during electrical storms.
10. Inbound/outbound aircraft will advise the tower upon initial contact of the nature of the ordnance or weapons handling involved and the operations performed.

3009. HUNG/UNEXPENDED ORDNANCE

1. Aircraft with hung/unexpended ordnance will avoid all populated and built up areas.
2. Pilots will inform the tower of hung ordnance conditions as soon as possible and proceed as pre-briefed, or return to the staging area (i.e., NAS Patuxent River, R-5 buildup area, or home base), whichever is applicable and execute hung ordnance procedures for that station.
3. In the event of an emergency, low fuel, etc., an aircraft crew elects to land at Quantico with hung/unexpended ordnance, a straight-in approach will be executed. The tower will set the appropriate HERO condition, as set forth in AFO 5100.6. Upon landing the aircraft will be taxied to the hazardous cargo area and shut down heading 160. The aircrew will pin and safe all ordnance on the aircraft. Once this is accomplished, the aircraft may then be taxied to the Visiting Aircraft Line (VAL) for servicing. Under no circumstances will aircraft be fueled or maintenance performed while the aircraft is armed. No aircraft will leave the hazardous cargo area while armed.

3010. JETTISON AREA. The ordnance/JATO jettison area is TA-9 (R-6608) and shall be used only after prior coordination with the Commanding General, MCB (Attn: Director, Operations Division). External ordnance shall be dropped in the safe position.

3011 AVOIDANCE AREAS

1. Aircraft operating to the north of the Air Facility shall maintain a distance of one mile or a minimum altitude of 3,000 feet from the following areas:

Mainside (west of airfield)

b. Hospital (020/1.3)

c. Mason Neck Wildlife Refuge (045/11)

- d. Mount Vernon (045/16)
- e. Indianhead Controlled Firing Area 055/8)
- f. EXXON fuel storage area in Springfield (010/10)

NOTE: ALL BEARINGS AND DISTANCES ARE APPROXIMATE FROM MCAF QUANTICO

2. Aircraft operating to the west of MCAF Quantico shall maintain a distance of one mile or a minimum altitude of 1,500 feet from the MCCDC Ammo Dump located 4.5 miles west of MCAF Quantico (285 degrees @ 4.5 NM).

3. Aircraft operating to the west of MCAF Quantico are required to maintain an altitude of at least 500 feet in the vicinity of the Bald Eagle Nesting Site located in the marshland on the south side of Chopawamsic Creek, approximately 2 miles west of the Air Facility.

3012. SPECIAL HANDLING. Situations requiring special handling aboard the field are discussed below. These are guidelines only. Common sense and good judgment shall be exercised in each case.

1. Overdue Aircraft

a. Responsibility. An aircraft is considered overdue when neither communications nor radar contact can be established and 30 minutes have passed since ETA at destination. The Flight Clearance Section shall monitor DD-175, flight plans inbound to MCAF Quantico HMX shall monitor local flights on their daily flight schedule. Flight Clearance should be notified immediately when an aircraft becomes overdue.

b. Procedures for Overdue Aircraft. Flight following procedures shall be initiated and monitored by Flight Clearance. The following action shall be taken for overdue aircraft:

(1) Initiate a check at the destination airfield for the aircraft in question. Tenant squadrons will make a physical check of their flight line and report results to Flight Clearance.

(2) Contact FSS and request a preliminary communications search be initiated.

(3) For local flight plans, if the aircraft has not been located within one hour after issuance of the alert notice, the Operations Duty Officer or Airfield Operations Officer shall ensure the Rescue Coordination Center, Langley AFB, Hampton, Virginia has been notified. The Rescue Coordination Center telephone number is DSN: 574-8112.

2. Use of Airfield by Civil Aircraft

a. Civil aircraft are not permitted use of MCAF Quantico unless prior coordination has been made with the Operations Department.

b. Civil aircraft landing at MCAF Quantico must possess a valid facility license and be on Official business.

3013 BOMBING/TARGET AREAS

1. Ranges for live firing exercises and demonstrations are available in R-6608.

2. All units requiring use of these areas shall request authorization from the Director, Operations Division, MCB, Quantico, Virginia at DSN 278-2811 or commercial (703) 784-2811.

3014. RESTRICTED AREAS AND MOAs

1 Definition

a. Restricted Area. Airspace within which the flight of aircraft, while not wholly prohibited, is subject to restriction. Most restricted areas are designated joint use, and IFR/VFR operations in the area may be authorized by the controlling ATC facility when it is not being utilized by the using agency. Restricted areas are depicted on enroute charts. Where joint use is authorized, the name of the ATC controlling facility is also shown.

b. Military Operation Area (MOAs). A MOA is an airspace assignment of defined vertical and lateral dimensions established outside positive control areas to separate/segregate certain military activities from IFR traffic and to identify for VFR traffic where these activities are conducted.

NOTE: Caution should be exercised when working in MOAs, as civilian aircraft operating VFR may fly in or through these areas without contacting air traffic control. Quantico's DEMO MOAs are located south-southwest of R-6608. (See Appendices C,D).

2. Location of areas. Restricted areas and MOAs are located to the west, south, and southwest of MCAF Quantico. (See Appendix E).

<u>AREA</u>	<u>VERTICAL LIMITS</u>	<u>CONTROLLING AGENCY</u>	<u>USING AGENCY</u>
R6608	SFC - 10,000ft	Dulles Tower	Quantico Tower
R6601	SFC - 5,000ft	Richmond Tower	Fort A.P. Hill
R6611	SFC - 40,000ft	Washington Center	Navy Dahlgren

R6612	SFC - 7,000ft	Washington Center	Navy Dahlgren
R6613	SFC - 40,000ft	Washington Center	Navy Dahlgren
DEMO 1 MOA	500 - 5,000ft	Dulles Tower	Quantico Tower
DEMO 2 MOA	10,000 - 15,000ft	Dulles Tower	Quantico Tower
DEMO 3 MOA	5,001 - 15,000ft	Dulles Tower	Quantico Tower
HILL MOA	SFC - 3,000ft	Quantico Tower	Fort A.P. Hill

3. Scheduling and procedures

a R6608 and DEMOs 1, 2, 3

(1) Scheduling can be accomplished by contacting the Marine Corps Base Range Scheduler at the Range Management Branch, Ops Division, no later than 5 working days prior to requested times. One of the following methods may be used:

(DSN) 278-5322/5321, Comm (703 784-5502/5328/5321

(b) LAN/E-MAIL/BANYAN-
HEAD, RANGE MGMT@RANGE_MGMT@MCB QUANTICO
RANGE SCHEDULER@RANGE_MGMT@MCB QUANTICO

Internet: (Call for-
Range Scheduler's name) @MQG-SMTP3.MIL

Guard Mail: Range Scheduler, Range Management Br Ops
Division Code-B032.

(2) Pilots planning to utilize R6608 shall check the weekly Terrain and Gate Schedule (MCCDCBul 1500), prior to launch, for detailed information on scheduled activity.

(3) Aircraft shall contact MCB Range Control on FM 38.70 or 328.40 for authorization to enter the Demo area and R6608, in accordance with MCCDCO P1500.1.

(4) Aircraft requesting an IFR clearance upon exiting the restricted area should advise Quantico Tower of their request at least 5 minutes prior to their exit time. This procedure will allow for coordination with Dulles Tower and reduce delay time for aircraft clearance exiting the area.

NOTE: Due to the close proximity of the Dulles class "B" and the Manassas Airport to the DEMO MOAs and R6608, pilots must be extremely vigilant when working these areas to avoid spill outs. The area north of R6608 and DEMO 2 has become increasingly congested with commercial and private aircraft since the opening of the Control Tower at Manassas Airport. Pilots should also exercise vigilance when inbound to, or outbound from the Quantico areas in VFR conditions due to primary arrival and departure corridors located west and east of the restricted areas. Pilots should request flight following to avoid these areas. (See Appendices C,D,E).

b. R6601 and Hill MOA. Scheduling may be accomplished by contacting R6601 scheduling office at DSN 578-8224/8374/8303, Comm (804) 633-8406 a minimum of 30 days in advance of requested times.

3015. LOCAL FLYING AREA The local flying area is depicted in Appendix F.

3016 DIVERT AIRFIELDS

1 Military

- a Primary Divert - Andrews AFB
- b Secondary Divert - NAS Patuxent River

2 Civilian

- a. Primary Divert - Shannon Airport
- b. Secondary Divert - Manassas Airport

3017 LOCAL OBSTRUCTIONS

1. Local obstructions which are hazardous to flight within five miles of MCAF Quantico are:

- a. Three towers, 370 feet high, 2 1/2 miles north-northwest of the Air Facility.
- b. Three water towers, 363 feet high, 2 miles north-northwest of the Air Facility.
- c. Five smoke stacks, 2 miles north-northeast of the Air Facility. The tallest stack is 371 feet high.
- d. Hills 200 feet high 1 1/2 miles south-southwest of Air Facility

- e. Hills 200 feet high, 1 1/2 miles north-northwest of the Air Facility.
- f. A transmitter tower, 361 feet high, 1 mile north-northwest of the Air Facility.
- g. Tower, 371 feet high, 4.7 miles south-southeast of the Air Facility
- h. Towers with power lines, 270 feet high, 2 miles northeast of the Air Facility.
- i. Water tower, 300 feet high, 3 miles north-northwest of the Facility

2. All obstructions within the traffic pattern, except the hills, clearly marked by obstruction lights (See Appendix G).

3018. HAZARDOUS CARGO

- 1. All aircraft desiring to land with hazardous cargo will do so after a Prior Permission Request.
- 2. Aircraft inbound will inform the Control Tower on initial call of any hazardous cargo.
- 3. After landing, aircraft will taxi to the hazardous cargo area/red label area (Appendix A), or as directed by the Control Tower.
- 4. Taxing aircraft on taxiways Charlie and Delta are not authorized during the loading/unloading of hazardous cargo.

3019. VIOLATIONS OF FLIGHT REGULATIONS. Violations of flight regulations will be reported to the Airfield Operations Officer at DSN 278-2446/2468 or COMM (703)784-2446/2468. The Airfield Operations Officer will notify the Air Traffic Control Facility Officer who will investigate each incident and determine, if a flight violation did occur. A report of his investigation and appropriate recommendations will be forwarded to the Commanding Officer, via the MCAF Operations Officer, for action as set forth in either the OPNAVINST 3710.7_ or FAA Regulations, as applicable. The Airfield Operations Officer shall initially investigate, on an informal basis, all accidents of inadvertent discharge/jettison of ordnance or aircraft components, as contained in paragraph 3008 above, and shall report all such incidents to the Commanding Officer.

3020. UNUSUAL MANEUVERS. The Commanding Officer, MCAF, Quantico, does not have the authority to approve deviations from FAR Part 91. Pilots shall not request unusual maneuvers such as low passes, fly-bys, high performance takeoffs.

3021. QUIET HOURS. During published quiet hours all airfield movement will be limited. Requests for quiet hours shall be forwarded to the Commanding Officer, MCAF Quantico, via the chain of command.

3022 PERSONNEL AND VEHICULAR RESTRICTIONS

1. The use of taxiways and runways by personnel or vehicles, other than those specifically assigned to do so in the performance of their normal duties, is prohibited except by prior permission of the Airfield Operations Officer.
2. Clearance to operate on or cross runways/taxiways shall be obtained from Quantico Ground Control. After clearance has been received and confirmed, all vehicles shall visually ascertain that the runway/taxiway is clear before crossing or driving onto the runway or taxiway.
3. The following speed limits shall be observed:
 - a. Vehicles towing aircraft - 5 MPH.
 - b. Vehicles in the vicinity of operating aircraft - 5 MPH.
 - c. Vehicles on parking and ramp areas - 10 MPH
 - d. Vehicles on runways or taxiways - 25 MPH.
 - e. The speed of emergency vehicles responding to an emergency must be that at which the vehicle can respond and maneuver safely with special consideration to weather, ambient light, airfield surface conditions, and proximity to aircraft.
 - f. Aircraft, while on parking and ramp areas, shall taxi no faster than a person can comfortably walk.
4. During the hours of darkness the following rules shall apply:
 - a. Aircraft with internal power systems that are being towed shall have external lights turned on.
 - b. Headlights shall be on low beam. Vehicles shall not be operated with only parking lights illuminated.

AIRFIELD OPERATIONS MANUAL

c. Vehicles shall be operated in such a manner that headlights are not directed at aircraft taxiing, taking off or landing.

5. All persons, except those duly authorized, desiring to enter Control Tower or Radar Room shall obtain permission from the Air Traffic Control Facility Officer.

6. All personnel, with the exception of HMX-1 flight line and security personnel, are restricted from the security area located on the north end of the parking area between Hangar 2104 and Hangar 2102 including that portion of taxiway Alpha inside that area. (See Appendix A).

3023. QUANTICO FLYING CLUB

1. Federal Aviation Regulations, Part 91 and MCO P1710.16 shall govern the operation of Flying Club aircraft except in those cases where more stringent requirements have been specified by this Manual or other directives issued by higher authority.

2. Rules and regulations governing flight operations shall be as set forth in this Manual and as stipulated in the current Letter of Agreement between MCAF Quantico and the Quantico Flying Club. It shall be the responsibility of the Club Manager to ensure all personnel concerned are thoroughly familiar with and comply with these regulations.

3. Flying Club operations shall be conducted on a non-interference basis with military aircraft; however, none of the restrictions or procedures set forth herein shall be used to deny pilot's request for assistance during an emergency situation.

AIRFIELD OPERATIONS MANUAL

CHAPTER 4

INSPECTIONS

	<u>PARAGRAPH</u>	<u>PAGE</u>
GENERAL.	4000	4-3
OPERATIONS AREA INSPECTION.....	4001	4-3
FOREIGN OBJECT DAMAGE (FOD) PREVENTION.	4002	4-4
EMERGENCY EQUIPMENT CHECK.....	4003	
CRASH ALERT SYSTEM CHECK....	4004	

AIRFIELD OPERATIONS MANUAL

CHAPTER 4

INSPECTIONS

4000. GENERAL. Certain airfield maintenance and repairs are performed by the Facilities Maintenance Department, MCB Quantico under the staff cognizance of the MCAF Logistics Officer.

4001. OPERATING AREA INSPECTION. Prior to field opening each day, the ARFF Section shall make a visual inspection of the runway, taxiways and parking ramps to check for FOD, obstructions, or any other unsafe condition(s).

1. AIRFIELD LIGHTING INSPECTION. During the operating area inspection, and again after sunset (during normal field operations), ARFF will visually inspect all airfield lighting systems to include:

- a. Runway lights.
- b. Taxiway lights
- c. Threshold lights
- d. VASI lights
- e. Rotating beacon
- f. Obstruction lights.
- g. Runway marker lights
- h. South and west roadway lights and bells

2. CLOSED FIELD INSPECTION. An operating area inspection will be done at sunrise by ARFF duty personnel on days the airfield is scheduled to be closed. This supports authorized closed field operations. New hazards (those that were not reported on the day the field was last open) will be reported by phone to the HMX-1 Duty Officer at X2760/2209, the Quantico Flying Club Duty Manager at 640-6596 and forwarded by formal report(s), via the chain of command, on the next open airfield day.

3. AIRFIELD INSPECTION SHEET. The airfield inspection sheet will be utilized to document and forward discrepancies found during airfield operational area checks. Noted discrepancy will be circled and numbered; correspondingly numbered written comments included. The completed report will be forwarded to the Airfield Operations Officer at the start of normal working hours. Problems that may affect safety of flight shall be immediately relayed to ATC.

4002. FOREIGN OBJECT DAMAGE (FOD) PREVENTION. Units occupying hangars space are responsible for the maintenance of FOD control programs in the hangar and flight line vicinity. Those conditions which cannot be corrected by the units, or are beyond their capability will immediately be reported to the Airfield Operations Officer. A sweeper may be requested by contacting the Flight Clearance at ext 2085 in accordance with AFO 5101.1.

4003. EMERGENCY EQUIPMENT CHECK. Prior to the start of each day's flight operations, the ARFF Section/Medical complete pre-operational inspections of assigned aircraft firefighting and support vehicles and organic equipment required to support the level of flight activity scheduled for that day. Required equipment that is not operational will be reported to the Airfield Operations Officer or a reduction of flight operations per NAVAIR 00-80R-14 will be required.

4004. CRASH ALERT SYSTEM CHECK. ATC will operationally check the airfield crash public address system and the crash phone, 10 minutes before all scheduled field openings.

AIRFIELD OPERATIONS MANUAL

CHAPTER 5

AIR TRAFFIC CONTROL

	<u>PARAGRAPH</u>	<u>PAGE</u>
GENERAL..	5000	
AIRSPACE DESCRIPTION.....	5001	
FREQUENCIES AND NAVIGATIONAL AIDS.....	5002	
AIR TRAFFIC CONTROL SERVICES	5003	
INSTRUMENT APPROACH PROCEDURES..	5004	
CIRCLING APPROACHES.	5005	
DUTY RUNWAY DESIGNATION.	5006	
EMERGENCY PROCEDURES....	5007	
PROCEDURES FOR CHECKING WHEELS DOWN AND LOCKED.....	5008	
ATC LIGHT SIGNALS USED BY TOWER.....	5009	

AIRFIELD OPERATIONS MANUAL

CHAPTER 5

AIR TRAFFIC CONTROL

5000. GENERAL. Positive air traffic control requires that all aircraft obtain specific ATC clearance prior to maneuvering on an airport movement area, or within MCAF Quantico designated airspace. Positive air traffic control shall be exercised by Marine Quantico Tower over all civil and military aircraft during published operating hours. No aircraft may operate on the Quantico Airport Movement Area or Class "D" Airspace without two-way radio communications unless prior coordination has been accomplished. (See Appendix H)

5001. AIRSPACE DESCRIPTION

1. Quantico Approach Airspace. Quantico Approach Control Airspace is located to the immediate south of the Baltimore-Washington TRI-AREA TCA. Adjacent ATC facilities include: National Approach to the NNE; Navy Patuxent River to the east; Richmond approach to the south; Washington Center to the SSW; and Dulles Approach to the NNW. By letter of agreement, Dulles Approach has delegated to MCAF Quantico, that airspace 3,000 ft and below, as depicted in Appendix C.

5002. FREQUENCIES AND NAVIGATIONAL AIDS

1. Frequencies. The following frequencies are in use at MCAF Quantico:

- | | | | |
|----------------------|-------|--------|----------|
| a. Quantico Tower | 360.2 | 118.6 | 41.95 FM |
| b. Quantico Ground | 340.2 | 121.75 | |
| c. Quantico Approach | 312.2 | 126.2 | |

2. Navigation Aids

a. VORTAC

- 1 Located 10 miles south of MCAF Quantico
- (2 Identifier - BRV
- (3) Frequency 114.5 / Channel 92

b. Non-Directional Beacon

- (1 Located .5 miles south of mid-field on Larson Gym Rooftop

Identifier - NYG

Frequency 265.0 MHz (ATIS frequency)

5003 AIR TRAFFIC CONTROL SERVICES

1. VFR CONTROL. Quantico Tower exercises positive control over all air traffic within its operational airspace with the exception of the Mat #3 helicopter pattern, where it exercises only preventive control. All aircraft operating on the airport will be issued instructions and clearances by radio or visual techniques.
2. IFR CONTROL. Quantico Approach Control is responsible for all IFR aircraft operating within the Approach Control Airspace assigned to Quantico. Besides MCAF Quantico, approach control services are also provided to Shannon County Airport and Dahlgren Naval Surface Weapons Center. Standard separation procedures are applied for all aircraft operating within Quantico Approach Control jurisdiction.
3. SPECIAL VFR PROCEDURES. Special VFR operations are authorized within the MCAF Quantico Airspace. Quantico Tower issues SVFR clearances after obtaining approval from Approach Control. Weather minimums for SVFR operations are outlined in the FAA Handbook 7110.65_ and the Airmen Information Manual (AIM); as well as paragraph 2003.2 of this order.

5004. INSTRUMENT APPROACH PROCEDURES

1. Available navigation aids and approved instrument approach procedures are published in current USAF/USN Flight Information Publications. Radar and instrument approaches are available to runway 02 only, with priority given to inbound IFR traffic. The Precision Approach to runway 02 is the primary approach in use at MCAF Quantico, and pilots can expect to be offered this approach on initial contact.
2. Pilots should be extra vigilant when flying in the vicinity of Brooke VORTAC (BRV) as this is the initial approach fix for Shannon and Navy Dahlgren, as well as Quantico. There are also aircraft that practice instrument approaches to these airports without contacting ATC.
3. Brooke VORTAC is also used as a feeder fix for Dulles Approach and pilots should be vigilant for commercial and private aircraft descending to 4,000 ft proceeding northbound from Brooke.

5005. CIRCLING APPROACHES. When runway 20 is the duty runway, pilots can expect to circle east of the field for landing, due to the

unavailability of instrument, or radar approaches to runway 20. Caution should be exercised during these operations as it is necessary for the tower to control opposite direction traffic.

NOTE: Circling is not authorized west of the airfield

5006. DUTY RUNWAY DESIGNATION. The ATC Tower Watch Supervisor is responsible for designating the duty runway. In making this designation, consideration is given to weather conditions, field conditions, status of available NAVAIDS, and type of air traffic expected. Pilots experiencing an emergency will be given their choice of runways, whenever possible.

5007 EMERGENCY PROCEDURES

1. Pilots of aircraft experiencing an emergency should contact the Control Tower as soon as possible and preface their transmission with "This is an emergency." This procedure will give the tower maximum time to notify appropriate supporting agencies.

2. Pilots of distressed aircraft should provide the following information to the Control Tower as soon as possible:

- a Call sign
- b. Type of aircraft
- c. Nature of emergency
- d Position
- e Intentions

(a through e is the minimum information controllers need to plan their actions)

- f Number of persons on board
- g. Fuel remaining in minutes
- h. Ordnance/Hazardous cargo

3. Aircraft with an emergency will be given appropriate priority over all other aircraft.

4. Pilots should be aware of the distinction made between the terms "Emergency Fuel" and "Minimum Fuel."

a. Emergency Fuel - Constitutes an emergency and will be treated as such by ATC personnel.

b. Minimum Fuel - Indicates the aircraft has enough fuel available for normal spacing and traffic handling but not for undue delays. This phase does not justify special or priority handling.

5008. PROCEDURES FOR CHECKING WHEELS DOWN AND LOCKED

1 Voice Report

a. All pilots will report "Wheels down and locked," prior to landing. This report will normally be given prior to turning base leg or prior to one mile final on a straight-in approach.

b. If the wheels down report has not been received by base leg, controllers shall advise the aircraft to "check wheels down," prior to issuing a landing clearance.

2. Visual Check. When doubt exists as to the position of the landing gear, pilots may request clearance for a low pass for a visual inspection by tower personnel.

5009. ATC LIGHT SIGNALS USED BY TOWER. All personnel operating aircraft or vehicles, whether in the Airport Traffic Area or on the airfield movement area, shall be familiar with light gun signals in use.

<u>Color and Type Signal</u>	<u>Meaning To A/C On the Ground</u>	<u>Meaning to A/C In Flight</u>	<u>To Vehicles Equip. and Personnel</u>
Steady green	Cleared for take-off	Cleared to land	Cleared to cross proceed, go
Flashing green	Cleared to taxi	Return for landing (to be followed by steady green at proper time)	-----N/A-
Steady red	Stop	Give way to other aircraft and continue circling	Stop
Flashing red	Taxi clear of landing area/rwy in use	Airport unsafe do not land	Clear the Taxiway/ Runway

Flashing white	Return to starting point on airport	-----N/A-----	Return to starting point on Airport
Alternating red and green		General warning signal - exercise extreme Caution	General Warning signal- Exercise extreme Caution

NOTE: THE WARNING SIGNAL IS NOT A PROHIBITIVE SIGNAL AND CAN BE FOLLOWED BY ANY OTHER LIGHT SIGNAL, AS CIRCUMSTANCES WARRANT.

AIRFIELD OPERATIONS MANUAL

CHAPTER 6

TRANSIENT AIRCRAFT

	<u>PARAGRAPH</u>	<u>PAGE</u>
GENERAL.....	6000	
TRANSIENT AIRCRAFT OPERATION.....	6001	
QUARTERS.....	6002	6-4
MESSING.....	6003	
TRANSPORTATION.....	6004	
EMBARKATION OF PASSENGERS.....	6005	
VIP.....	6006	
ORDERS ENDORSEMENT.....	6007	
CUSTOMS.....	6008	
CLASSIFIED MATERIAL AND WEAPONS.....	6009	

AIRFIELD OPERATIONS MANUAL

CHAPTER 6

TRANSIENT AIRCRAFT

6000. GENERAL

1. Facilities available to transient pilots and aircraft are limited. Aircrews should consult the FLIP IFR Supplement and NOTAMS for current information.
2. The Visiting Aircraft Line (VAL) is responsible for the handling of transient aircraft. Visiting aircrews are responsible for arranging their own billeting and transportation requirements prior to, or upon their arrival.

6001 TRANSIENT AIRCRAFT OPERATION

1. Military

- a. Pilots of inbound aircraft are requested to make maximum use of radar services available, consistent with their missions.
- b. Transient aircraft will be parked on the VAL line unless prior arrangements have been made with tenant activities. VAL personnel will coordinate/assist with aircraft servicing.
- c. The designated VIP area is the ramp area immediately to the south of the Control Tower.

2 Civil

- a. All civilian aircraft must have an aviation facility license, or be a member of a military base flying club, and have prior permission (PPR) to land at MCAF Quantico. Aircraft not meeting these requirements may be permitted to conduct practice instrument approaches that will not terminate in a landing.
- b. In the event a civilian aircraft declares an emergency and is unable to continue flight to a civilian airport and lands at Quantico the pilot shall satisfy all the requirements of SECNAVINST 3770.1_, pertaining to "Emergency Landing", prior to the aircraft being authorized to depart.
- c. In the event a civilian aircraft lands at MCAF Quantico (other than an emergency) without meeting the requirements of the SECNAVINST, it is in violation of Secretary of the Navy policy and this Air Facility order. The requirements of SECNAVINST 3770.1_, pertaining

6002

AIRFIELD OPERATIONS MANUAL

to "Unauthorized Landing", shall be complied with prior to the aircraft being authorized to depart.

6002 QUARTERS

1. Military. Transient quarters are available at MCB Quantico and are arranged through the Liversedge BOQ, (DSN) 278-3148/3149, (COMM) (703) 784-3148/3149.

2. Civil. The area surrounding the base offers several motels for those personnel authorized or desiring to use off station quarters.

6003 MESSING

1 Exchange Facilities

a. Vending machines are available in the Airfield Operations Building

b. The Marine Corps Exchange offers a food court in the main exchange

2. Military Facilities. Officers and enlisted may eat in the Air Facility messhall. Personnel on COMRATS/PerDiem must pay for their meals.

6004 TRANSPORTATION

1. Organic transportation assets are limited at MCAF. Coordination for any transportation must be arranged with the MCAF Logistics Officer DSN 278-2550/2559 prior to arrival.

2. Civilian taxi service is available for those personnel desiring to go off base.

3. Rental cars are available through the following agencies: Budget Rent-A-Car at (COMM) (703) 494-1140, Enterprise Rent-A-Car at (COMM) (703) 221-2525 and Thrifty Rent-A-Car at (COMM) (703) 494-0101.

EMBARKATION OF PASSENGERS

1. A passenger is any individual traveling in an aircraft who is not part of the aircrew.

2. No person shall enplane as a passenger, nor any cargo be embarked on a Naval aircraft, unless authorization has been granted by competent authority in accordance with applicable directives (see DOD 4515.13, OPNAVINST 4630.25).

3. Squadron commanders may exercise passenger clearance authority for passengers embarked in their squadron aircraft.

4. Pilots will attach to their flight plan, or have on file with their squadron, a complete roster containing last name, initials, grade, social security number, and parent unit of all passengers on board.

6006. VIP

1. Aircraft inbound to MCAF Quantico shall notify Quantico Air Traffic Control; on initial radio contact of VIPs on board and provide the following information:

- a. Highest code on board
- b. Chock time.
- c. Landing site if other than the airfield.
- d. Transportation requirements.
- e. Any other requests.

2. Pilots should anticipate parking on the VIP spot

3. The Flight Clearance Section will notify the MCAF S-3 Office 703) 784-2909 of the estimated time of arrival/departure of VIPs.

6007. ORDERS ENDORSEMENT. All endorsements for quarters and messing can be obtained through the Liversedge BOQ.

6008. CUSTOMS. MCAF Quantico does not have any Customs services

6009 CLASSIFIED MATERIAL AND WEAPONS

1. No storage facilities are available at MCAF for classified material. Transient flight crews may store registered materials with the MCCDC Classified Control Center, Building 3250. Turn-in and pick-up are to be made during normal working hours.

2. Small arms may be temporarily stored at the MCAF Armory, Building 2106, during normal working hours. In order to store small arms after normal working hours, prior arrangements must be made with the MCAF S-4 Office.

AIRFIELD OPERATIONS MANUAL

CHAPTER

AIRCRAFT RESCUE AND FIREFIGHTING BILL

	<u>PARAGRAPH</u>	<u>PAGE</u>
GENERAL.	7000	
SEARCH AND RESCUE.....	7001	
MEDICAL EVACUATION (MEDEVAC).	7002	
SALVAGE.....	7003	

AIRFIELD OPERATIONS MANUAL

CHAPTER 7

AIRCRAFT RESCUE AND FIRE FIGHTING BILL

7000 GENERAL

1. The current edition of AFO P3130.1, Aircraft Rescue and Fire Fighting (ARFF) Bill, provides detailed instructions and procedures for the conduct of Aircraft Rescue and Fire Fighting operations at MCAF Quantico. Each station or department concerned shall respond to all crash or emergency alarms in accordance with the instructions contained in the Aircraft Rescue and Fire Fighting Bill.
2. The Airfield Operations Officer exercises direct control over the ARFF facilities assigned to the Air Facility. Firefighting and rescue shall be under the supervision of the senior qualified member of the MCAF ARFF crew on duty.
3. Only ARFF and security personnel are authorized access to the scene of a crash. Unit commanders of aircraft involved, their Accident Investigation Board, and certain other technical personnel will be authorized access to the crash site at the earliest possible time consistent with safety.
4. In the event a crash occurs during closed field operations, ARFF will ensure that one of the following are notified:
 - a MCAF Commanding Officer
 - b MCAF Executive Officer
 - c MCAF Airfield Operations Officer
 - d MCAF Air Traffic Control Facility Officer

7001. SEARCH AND RESCUE. There are no designated Search and Rescue aircraft at MCAF Quantico; however, HMX-1 aircraft may be requested to participate in a coordinated search and rescue effort by the Rescue Coordination Center, Langley AFB, Hampton, Virginia.

7002. MEDICAL EVACUATION (MEDEVAC)

1. The Commanding Officer, HMX-1, is tasked with providing aircraft and crews as a secondary response for medical evacuation.
2. The HMX-1 ODO has the authority to launch the MEDEVAC aircraft in those emergency situations which require immediate response.

3. All other requests for MEDEVAC aircraft will be referred to the HMX-1 Operations Officer, DSN 278-2760/2979, (COMM) (703) 784-2760/2979. After normal working hours, weekends and holidays, contact the HMX-1 Duty Officer, DSN 278-2760/2979, (COMM) (703) 784-2760/2979.

7003 SALVAGE

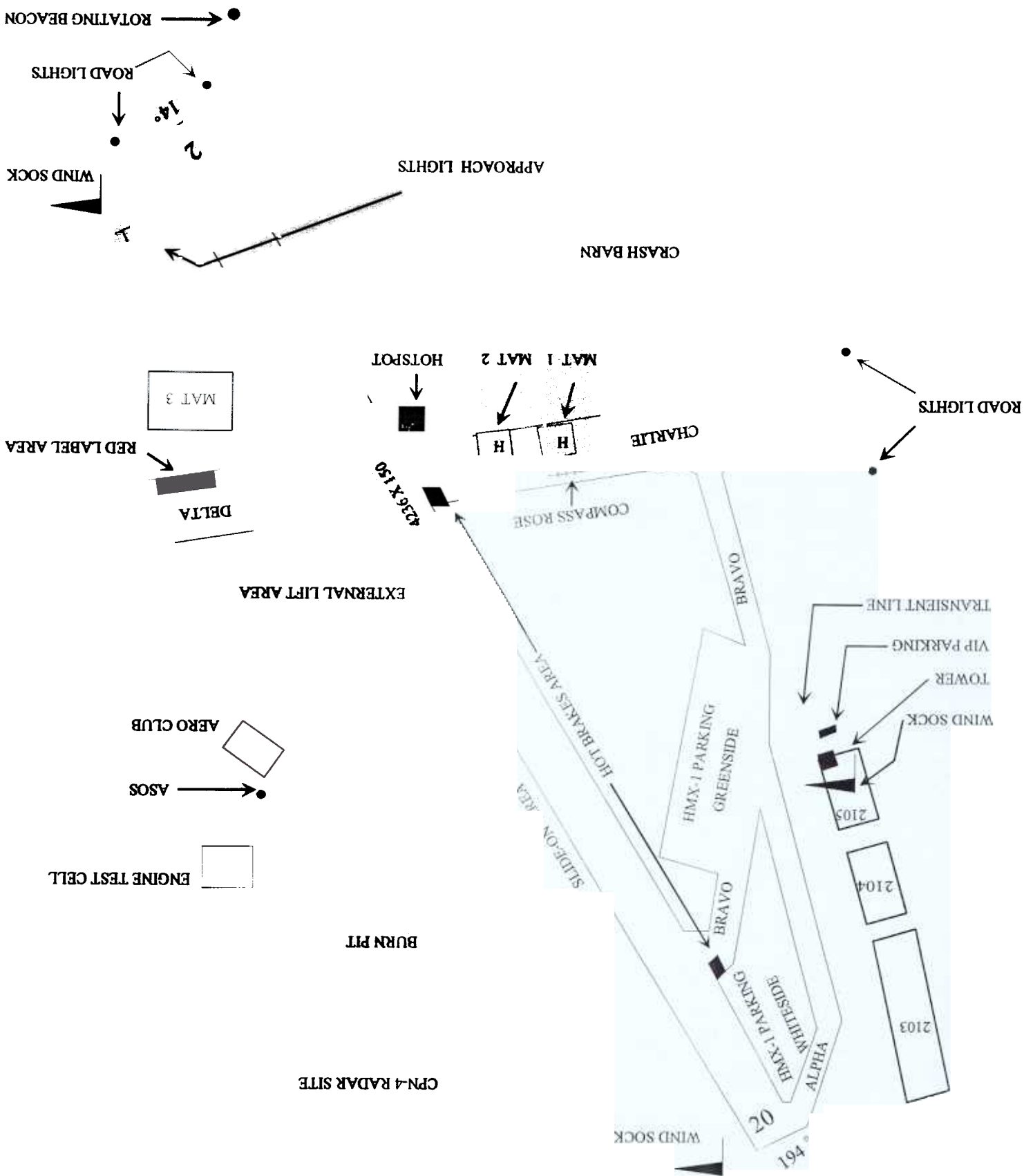
1. The S-3 Officer will take the following actions during salvage operations:

- a. Assist in rescue or salvage, if practicable.
- b. Maintain liaison with the command affecting the salvage operation.
- c. Assets in providing transportation to the scene of the crash if required.

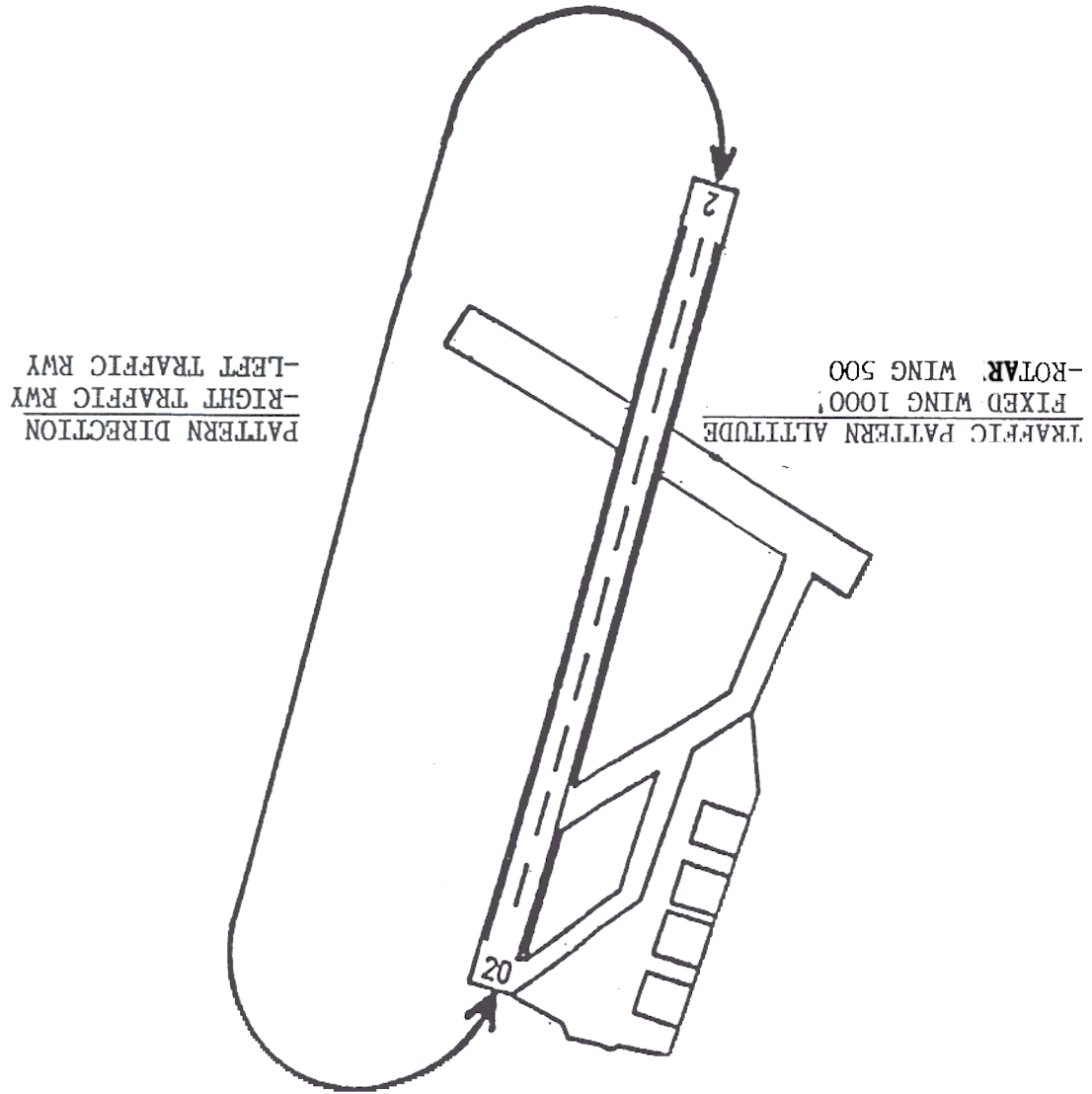
2. The MCAF Logistics Officer will assist in the coordination during salvage operations. Personnel and equipment support will be requested from MCB, as required.

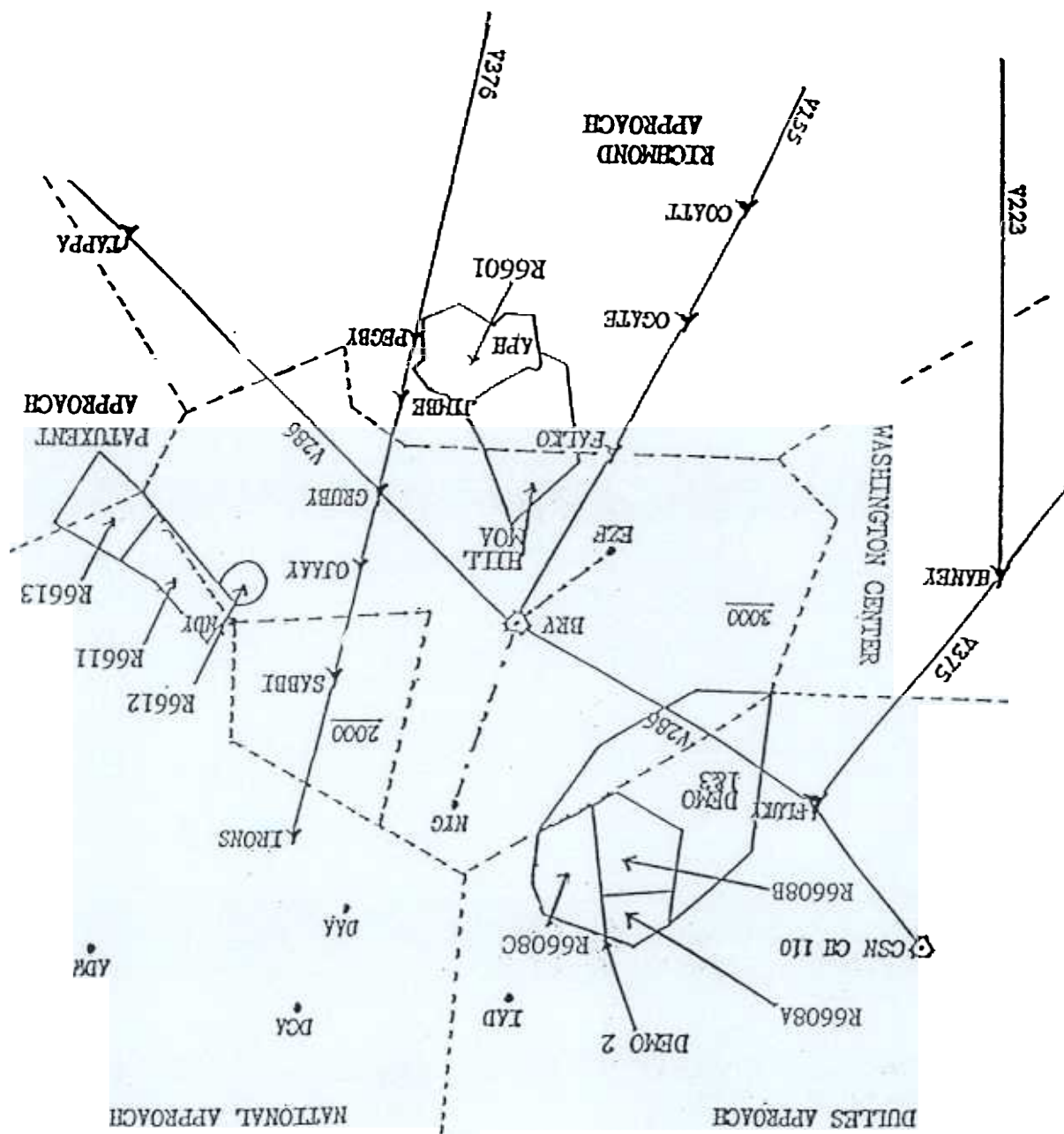
3. Salvage operations will not be commenced until the aircraft is released for salvage or recovery by the reporting custodian of the aircraft and will be completed as expeditiously as possible.

APPENDIX A

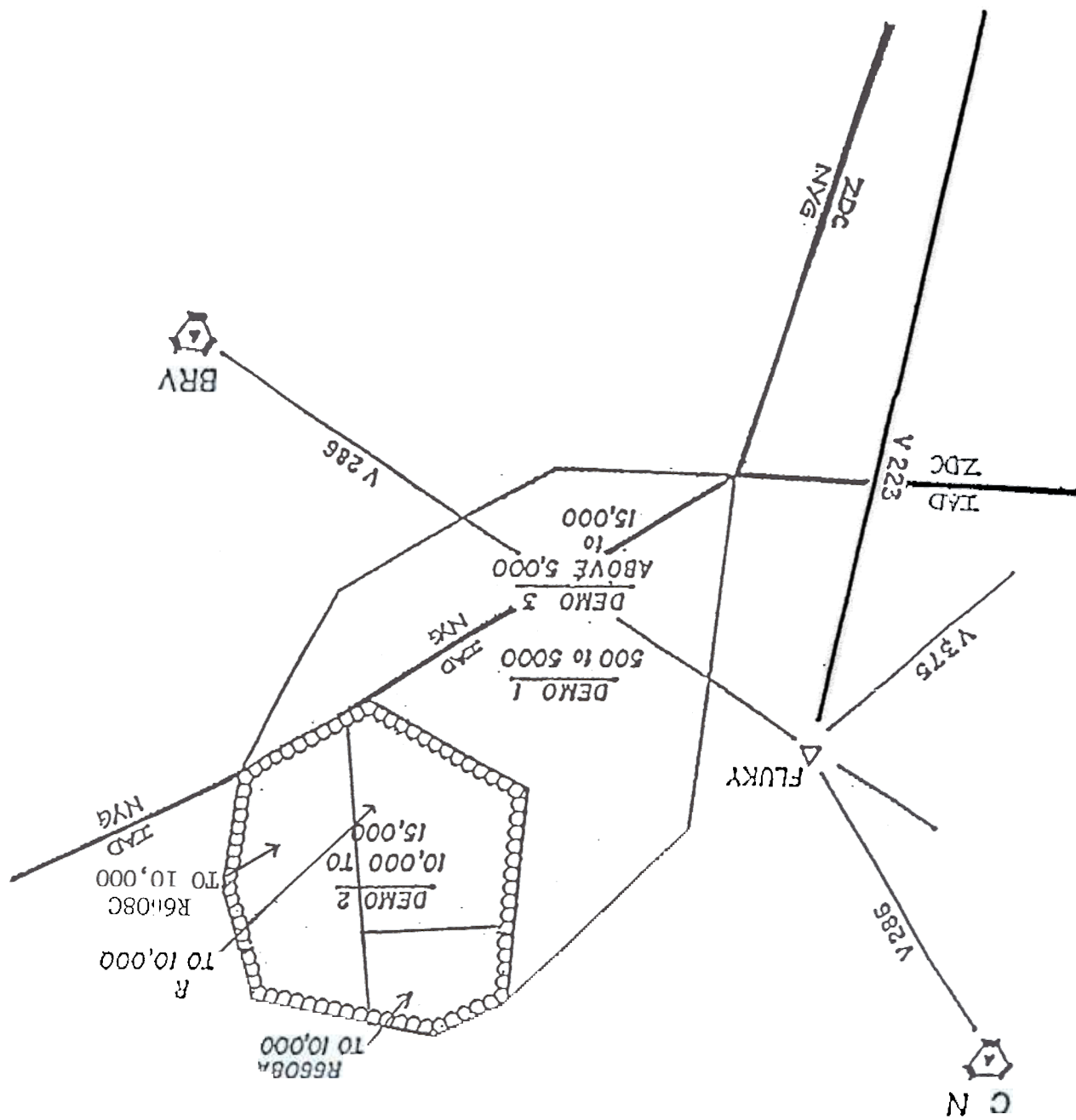


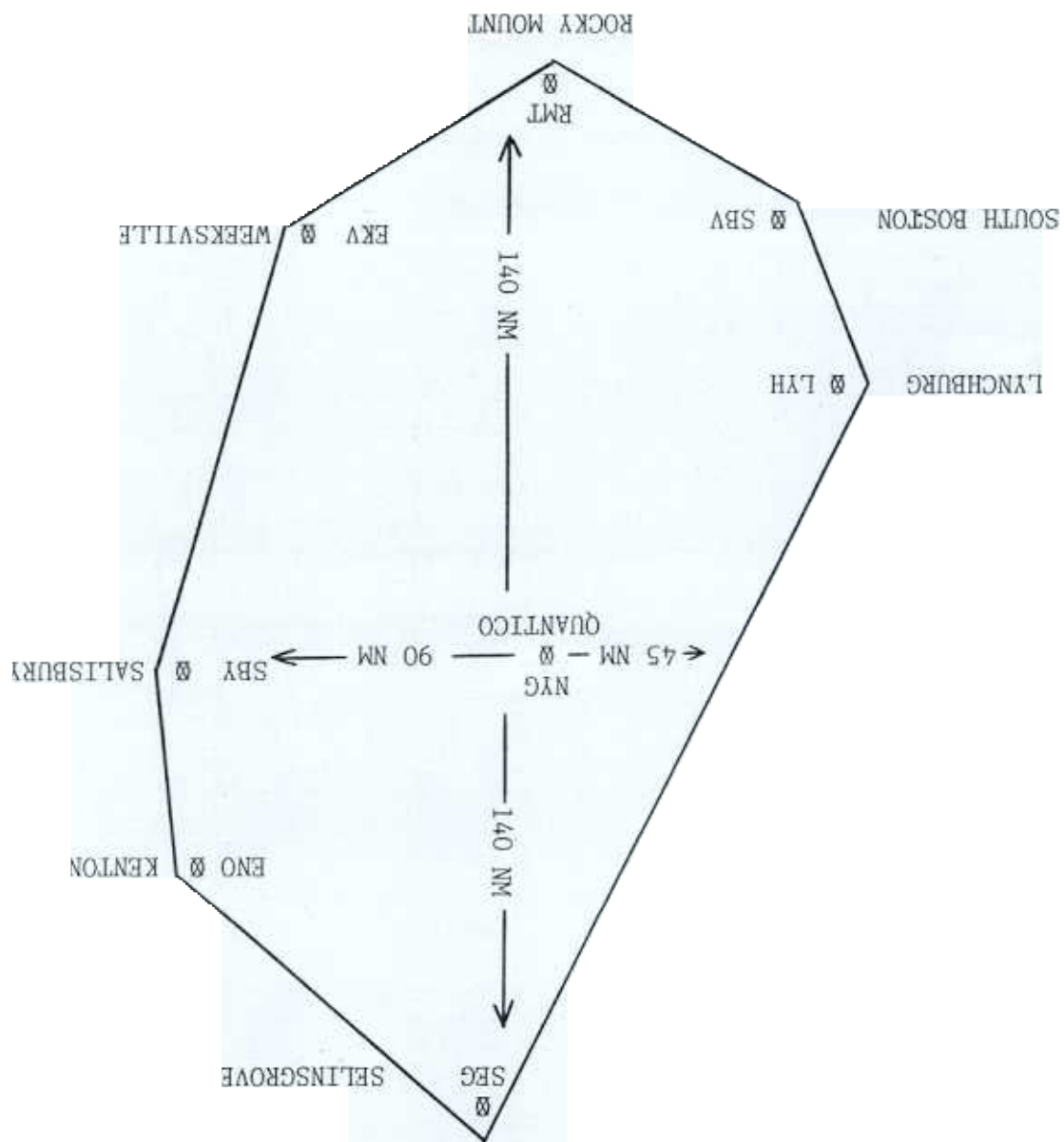
APPENDIX B





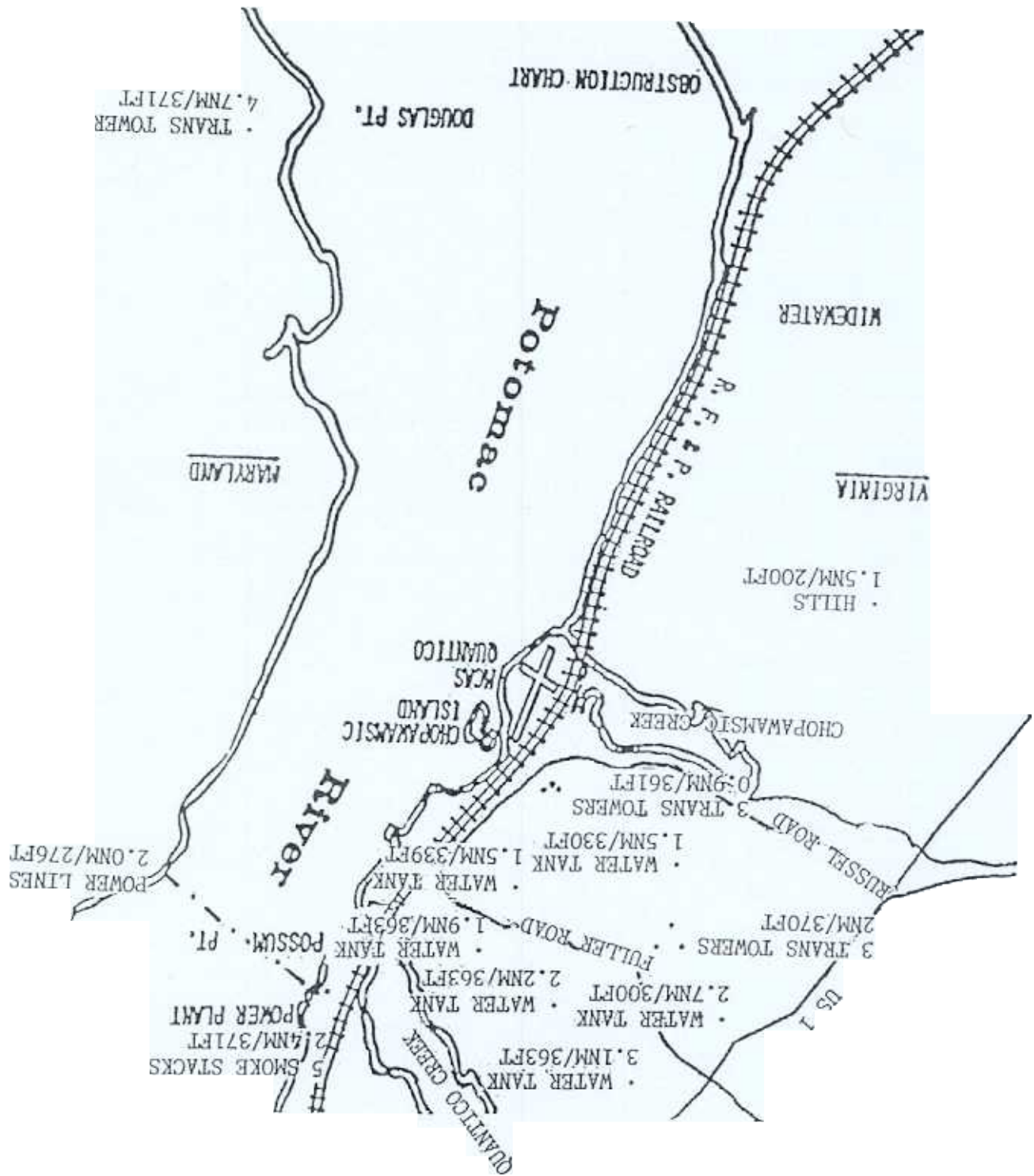
DEMO 3
ABOVE 5,000
0 15,000 EXCLUDING
RESTRICTED AIRSPACE W. O. A. AND B





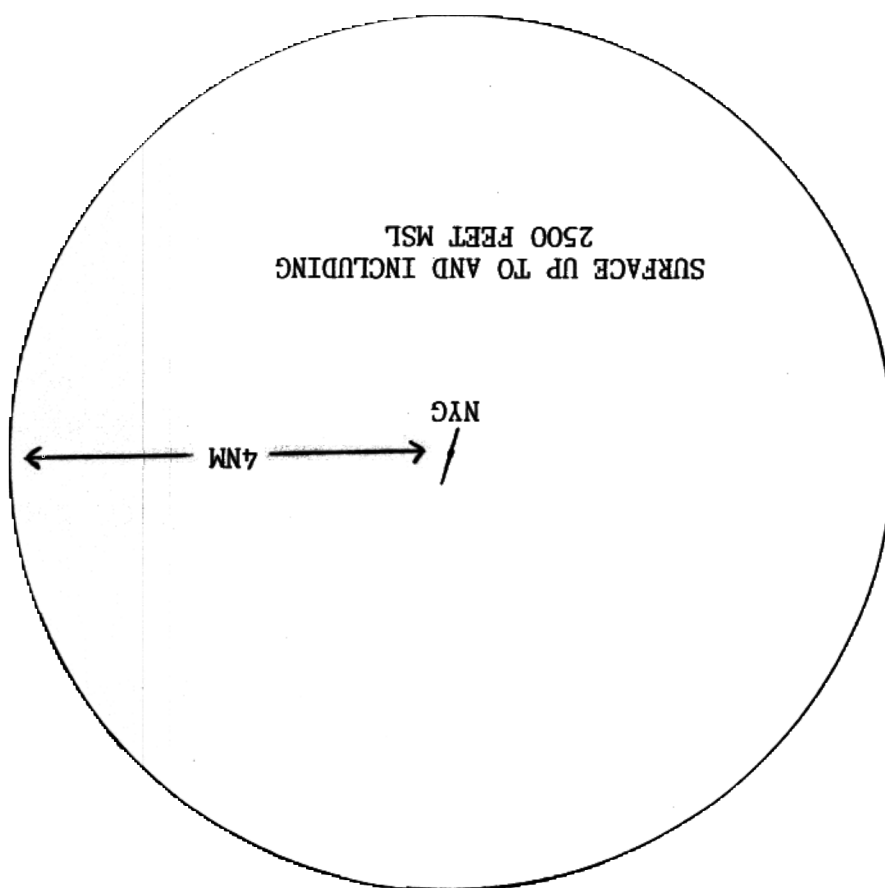
APPENDIX F

APPENDIX G



• TRANS TOWER 6.4NM/480FT

QUANTICO CLASS D AIRSPACE



APPENDIX H

APPENDIX I

ATC FREQUENCIES

NYG APPROACH	126.2	312.2	
NYG GCA	134.1	306.7	374.9
NYG TOWER	118.6	360.2	
NYG GROUND	121.75	340.2	
METRO		355.3	
ATIS		265.0	
NDB		265.0	
VORTAC	114.5	CH 92	
IAD APPROACH	124.65	390.9	
DCA APPROACH	118.95	257.2	
RIC APPROACH	126.4	319.8	
RANGE CONTROL		328.4	38.7
EZF UNICOM	122.8		
EZF AWOS	128.125		

APPENDIX J

TELEPHONE NUMBERS

CO	784-2441/2442/2443
XO	784-2441/2442/2443
	784-2005/2535
	784-2908/2909
	784-2550
DUTY	784-2441
ATC OFFICE	784-2468/2446
GEMO	784-2490
HMX-1 ODO	784-2760
WEATHER OFFICE	784-2298
FLIGHT CLEARANCE	784-2085
RANGE CONTROL (NCOIC)	784-5502
AERO CLUB	640-7200
REFEULERS	784-2850
ARFF	784-2312/2571